

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT NO.

SUBJECT Underground Fuel Dump, Hnevice

DATE DISTR. 22 July 1953

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25X1 DATE OF INFO. REQUIREMENT NO. PLACE ACQUIRED REFERENCES

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1. The underground fuel dump at Hnevice was built during the German occupation of Czechoslovakia in World War II and was put into operation in 1942. During the war there were several bombing raids, but damage was negligible. In 1945 the dump was taken over by the Czechoslovak Army and used exclusively for the storage of Army and aircraft fuel. The dump was called the Military Underground Fuel Dump, Benzina Roudnice. In 1950 the dump was handed over to the civilian administration and only a small part of it continued to be used by the military. The name of the establishment now is Benzina-Roudnice. All kinds of motor and aircraft fuel, as well as crude and lubricating oil, are stored in the dump.
2. The fuel dump is located in a wooded area west of Hnevice. It covers the hill known as Hnevicky Vrch, including benchmark No. 210, and extends further north to the edge of the woods south of Racice.
3. Fuel is transported to the dump as follows:
 - a. By underground pipeline from the Stalin Works in Most.
 - b. By tanker barges to the fuel port at Hnevice, and from there by underground pipeline.
 - c. By railroad tankcars to the Hnevice station, and from there by the dump's own railroad line.
4. The dump consists of several hundred underground fuel tanks, grouped in blocks. A pipeline leads from the main line to each of the blocks. This is intended as a safeguard against bombing or other damage. All pumps are placed in concrete bunkers and all pipes are underground.
5. The main point of distribution has pipes leading from it to all the blocks. It can simultaneously operate six railroad tankcars, six tank trucks and three tanker barges.

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6. The point where barrels are filled is located on the eastern edge of the woods at Hnevicky Vrch. Fuel is not stored in barrels at the dump; barrels are sent away immediately after being filled.
7. The last part of the pipeline from Most is located north of Predonin (N 51/F 62) and runs in the direction of benchmark No. 210. This pipeline is approximately 50 km. long.
8. Until 1950 the fuel dump area was guarded by military guards, but since then these duties have been taken over by the dump's own militia.
9. In March 1952, there was an explosion which put one of the fuel dump's blocks completely out of action for a long time. Seven people were killed and the gate to the block was blown about 200 yards away. All the night guards were arrested and the explosion was considered to be the result of sabotage. Investigations revealed nothing, and the guards were later released.

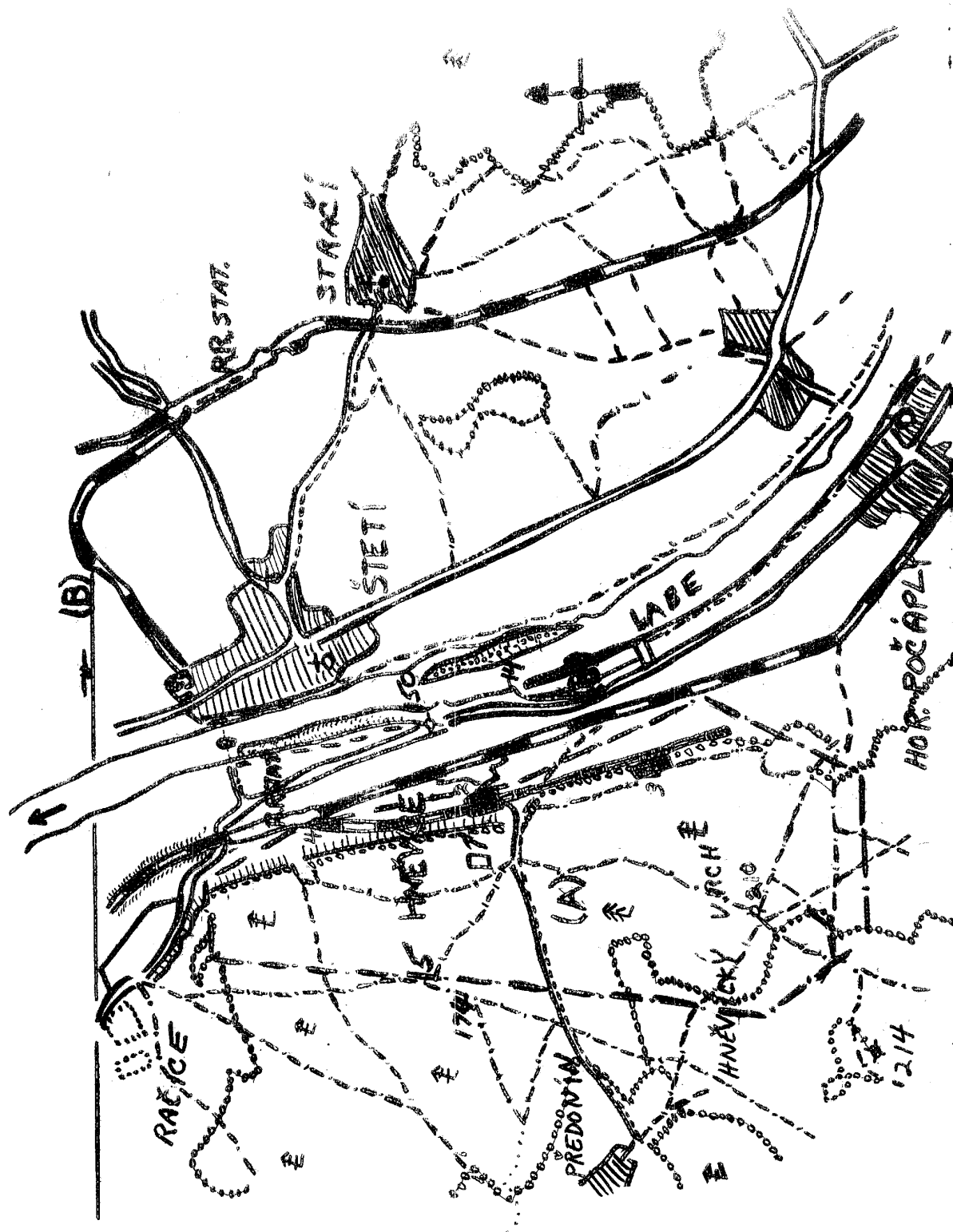
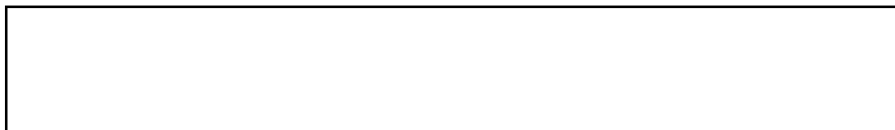
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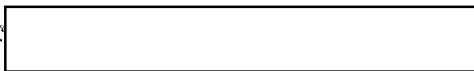
SKETCH 1

UNDERGR. FUEL DUMP

FUEL PORT



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SKETCH 2

Hand-drawn architectural drawings of a building, including a side view and a front view. The side view shows a building with a gabled roof, a chimney, and a porch. The front view shows a building with a gabled roof, a chimney, and a porch. Dimensions are provided for various parts of the building.

1. SIDE VIEW

Dimensions: 210, 400 cm, 8 m, 1.50, 70.

2. FRONT VIEW

Dimensions: 30m, 800, 290, 730 cm, 8.

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Legend to sketch of the Haevice fuel dump area.

- (A) Fuel dump
 - 1. Administrative buildings, consisting of five wooden houses.
 - 2. Main fuel distribution point.
 - 3. Barrel filling point.
 - 4. Railway line, double track.
 - 5. Main entrance to the dump.
- (B) Haevice fuel port.

Legend to sketch of main fuel distribution point.

The main fuel distribution point consists of a wooden construction on a concrete base with a glass roof. In the upper part of the construction are pipelines for filling tankcars or tank trucks.

- 1. Railway tracks.
- 2. Railway cutting.
- 3. Concrete base.
- 4. Wooden construction.
- 5. Glass roof.
- 6. Entrance to the point.
- 7. Ramp.
- 8. Staircase (wooden).
- 9. Platform for filling tank trucks.
- R. Platform for filling tankcars.
- X. Gate.

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